

65. **Certain needs of the Chirayinkil Taluk.**

Mr. Narayanan Raman (Member, Chirayinkil Taluk) spoke on the need for opening a road from the 3rd mile, Chirayinkil-Attingal road, to join the Trivandrum-Quilon road near the 18th mile stone. He said that the road would be a real boon to the people of the Kuntallur, Kizhvalam, Edakode and Chirayinkil *pakuthies* of the taluk. At present, to get to Chirayinkil from Edakode and Kizhvalam people had to take the Attingal road and travel 7 or 8 miles. The Hospital, the Sub-Registry Office, the market and other public institutions were all at Chirayinkil, and consequently, the existing arrangements resulted in considerable inconvenience to the people of those places. He, therefore, prayed that the road referred to—3 miles in length—be opened and stated that there would not be much expenditure in the way of land compensation charges. The road would be useful not only for the travelling public, but would also be a connecting link between the Venjaramud and Valiakada markets.

The Member next urged the desirability of improving the two anicuts at Sarkara and Manjadimudu in the interests of irrigation. He said that, for some years past, these two anicuts had been serving no useful purpose. The Sarkara anicut was constructed to serve three big irrigation tanks, but owing to the damaged condition of the anicut, water got into the fields during times of flood and destroyed the crops. He prayed that the two existing sluices in the anicut might be repaired and an additional one put up. The Manjadimudu anicut was damaged some years ago during floods and it still continued to remain in that damaged condition. The object of the anicut was to prevent the salt water of the lake from getting into the supply channel of the irrigation tank and to allow the excess water of the tank flow during floods. These objects were not realised at present; on the other hand, during floods the water of the tank not finding a proper outlet got into the road and caused damage to it. He prayed that this anicut might also be repaired and an additional sluice put up.

The Member also prayed for the improvement and conversion of the Nagarur-Vamanapuram trace into a cart road.

He then referred to the inconvenience experienced by the people of certain *pakuthies* of the taluk attending the Stationary Magistrate's Court at Varkala and said that, of the 31 *pakuthies* in the taluk, the Magistrate's Court at Varkala had jurisdiction over 22 *pakuthies* while the Magistrate's Court at Attingal had only 9 *pakuthies* under its jurisdiction. Varkala being situated in the north-western corner of the taluk, many found it very inconvenient to attend the Court. He, therefore, prayed that some *pakuthies* be transferred to the jurisdiction of the Attingal Magistrate.

Devan's reply.—You refer to some roads and anicuts. I understand that an estimate is under preparation for restoring the Manjadimudu anicut and the Sarkara anicut. The Chief Engineer says that it is being prepared under maintenance charges.

In regard to the road, it is a branch road which you want the Government to take over. They will have no objection to take over the road, if the conditions regarding private roads are satisfied. When these rules which are under consideration are passed, Government will be glad to do what they can in respect of the road in question.

Mr. K. P. Martandan Vydian (Member, Chirayinkil Taluk) spoke on the desirability of improving the road from Varkala to Paripalli *via* Nadayara, and the construction of a bridge across the Ayirur river at the Villikadavu. He said that, for the last several years, people had been put to much inconvenience and hardship on account of the bad condition of the road and the want of a bridge, and that in spite of repeated representations no redress had been hitherto afforded. What was of supreme importance was the bridge over the Ayirur river and the Member submitted that a causeway in lieu of a bridge would not serve the purpose, especially during the rainy season, and that the amount spent on the causeway would be a waste.

He prayed that at least the bridge be constructed first and said that, when that was done, the improvement of the road would follow automatically. He also suggested the desirability of permanently locating the Stationary Magistrate's Court at Varkala and prayed that it should not be shifted to any other place. Lastly, the Member suggested that the 6 ft. trace opened by the people from the 3rd mile stone of the Varkala-Nadayara road to Chirakara-Plamoodu on the Paripalli-Paravur road be taken over by Government for maintenance as it is a very useful road.

Dewan's reply.—In regard to the shifting of the Varkala Magistrate's Court to Attingal, nothing has been settled finally and your representation will be considered after the Assembly is over.

You want a bridge over the Ayirur-Pullikadavu road. The bridge will cost more than Rs. 10,000. A causeway will cost only Rs. 2,900. The road has not become very important just now.

Member.—It is an important road.

Dewan.—You said that it was a six feet trace. When I go to Varkala, I shall see it. When it becomes a prominent road, you can have a pucca bridge. Now a causeway will do.

66. Certain urgent needs of the Quilon Taluk.

Mr. Raman Pillai Raman Pillai (Member, Quilon Taluk) began by thanking the Dewan for giving ready replies to their representations as far as possible. He said that he had pointed out at the sixteenth session of the Assembly the necessity of issuing copies of the annual report of the Department of Industries to the Members of the Assembly and that, even though Government had then made a note of it, the suggestion was not given effect to. He then requested that copies of the said report might be distributed to them at least in future years.

The Member in the first place stated that the 6 ft. path running from Tevalli landing place at Quilon *via* Perinad to Elamballur Satrom near Kundara should be metalled and rendered fit for cart traffic, with a bridge at the Tevalli landing place and thus communication between the Quilon town and Perinad should be facilitated. In about 13 out of the 18 sessions of the Assembly the need for establishing such a communication had been represented and he himself had made a representation to that effect at the sixteenth session. The Dewan himself had, after the last session, personally inspected the locality and become convinced of the necessity of the road. The Member then referred to the industrial and economic importance of the Perinad *pakuhi* and stated that many school-children had to go daily from Perinad to Quilon and that it was dangerous for them to cross the ferry in boats. The road would not be more than 8 miles in length. It was of the utmost importance to the people of the locality that safe and easy means of communication should be established between Perinad and Quilon and the people would not even object to a toll being levied to meet the cost of the proposed bridge. The Member's next representation was that a dwarf wall should be erected on the right side of the road from the south of the Kundara Sub-Registrar's office to the Kanjiramkode landing place. He pointed out that at the right end of the road there was a steep precipice 400 feet deep, and that, as there was busy traffic on the road, accidents were frequent. He next said that the trace from the eastern end of the Quilon Railway station *via* Pattattanam along the boundary of Mukattala temple to the Kannanallur market should be repaired and converted into a cart road. That was a pressing need and he himself had made a representation at the sixteenth session. The reply then was that a plan and estimate for the work were being prepared, but nothing came of it. It was of the utmost importance that this work should be included in the budget for 1098 and taken up without